

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,303 tons Captain S. Bill Smith.
"POWAN," 2,318 H. I. Black.
"FATSHAN," 2,200 C. V. Lloyd.
"KINSHAN," 1,995 B. Branch.
"HEUNGSHAN," 1,998 R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to 5 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons Captain W. A. Valentine.
"SUI-TAI," 1,651 G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain W. Reynell. (At Dock).
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,58 tons Captain J. Wilcox.
"NANNING," 1,69 Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or. of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are lighted throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER. For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE
COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.,
BARRETTO & CO.,
General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Light, Fans and Call Bells. Bath Rooms attached to Each Room. Moderate Terms and No Extras. Modern Management. Telegraphic Address—
"CHEF" HONGKONG.
Telephone No. X4.

O. E. OWEN,
Proprietor.
(708)

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always on hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel, or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1907.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGOYA, KOBE and YOKOHAMA	"ROON"..... Capt. Neiners.	About TUESDAY, 8th Oct., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN"..... Capt. Wilhelm.	WEDNESDAY, Noon, 9th Oct., 1907.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"MANILA"..... Capt. Minnen.	THURSDAY, Noon, 10th Oct., 1907.
YOKOHAMA and KOBE	"PRINZ WILHELM"..... Capt. W. v. Senden.	About THURSDAY, the 18th Oct., 1907.
KUDAT and SANDAKAN	"BORNEO"..... Capt. F. Sembill.	Beginning of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	Second half Sep.	JAVA PORTS.	First half Oct.
TJIBODAS ..	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH ..	JAPAN	Second half Oct.	JAVA PORTS.	Second half Oct.
TJIKINI ..	JAPAN	Second half Oct.	JAVA PORTS.	Second half Oct.
TJIPANAS ..	JAPAN	Second half Nov.	JAVA PORTS.	Second half Nov.
TJILATJAP ..	JAPAN	Second half Nov.	JAVA PORTS.	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 373;

YORK BUILDINGS, 1st floor,

Hongkong, 26th September, 1907.

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Intimation.

**WM.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.**

**Children's
Outfitting
Dept.**

**DAINTY
STYLES
IN
CHILDREN'S
MILLINERY.**

**BOYS'
COATS
and
TUNICS.**

**INFANTS'
CLOAKS
and
PELISSES.**

**W.M. POWELL,
LTD.,
HONGKONG.**

Hongkong, 1st September, 1907.

Consignees.

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship.

"INDRAPURA"

having arrived from the above Ports Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st October, at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th September, 1907. [865]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SUEVIA."

Captain Selmer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th September, 1907. [866]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Médoc* and *Charente*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th September, 1907. [867]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 30th September, 1907. [874]

NOTICE TO CONSIGNEES.

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE,

CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns.

HONGKONG and SWATOW.

Hongkong, 13th September, 1907. [875]

THE LAUNCH OF THE "TENYO-MARU."

JAPAN'S GREATEST LINER

In beautiful weather the *Tenyō-maru*, Japan's newest and greatest liner, was successfully launched from the Mitu Bishi Dockyard's slips at Tategami on the 14th ultimo. Considerably over one thousand invitations to witness the launch had been issued by the Company, says the *Nagasaki Press*, and nearly that number of guests were present in addition to which practically the whole of the employees of the yard were as near the new vessel as could possibly get. The hill at the rear of the shipyard was crowded with persons and the Nagasaki school-children were marched to Koizumi and its vicinity from whence a good view of the ship entering the water could be obtained.

The guests present included Governor and Madame Arakawa, Mayor Kitagawa, Rear-Admiral Takeiomi (of the Navy Department, Tokyo) and a number of naval officers from Sasebo, the foreign Consuls, and a large number of Japanese and foreign residents including many ladies. Mr. S. Asano President of the Toyo Kisen Kaisha, Mrs. Asano, and Mr. Shiraiji (General Manager of the Toyo Kisen Kaisha) came from Tokyo to attend the ceremony. The steamship company's local agents, Messrs. Holme, Ringer & Co., were represented, by Mr. J. H. Wallace. Mr. H. Shoda, of the Mitu Bishi Company's Tokyo office, was also present.

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Intimation.

A. S. WATSON & CO.

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

By APPOINTMENT TO HIS EXCELLENCE THE GOVERNOR AND HOUSEHOLD.

WATSON'S
HOUSEHOLD
AMMONIA

An Elegiac Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION
FOR

PRICKLY HEAT.

An Efficacious Remedy.

GIVES INSTANT RELIEF.

PURE CARBOLIC
SOAP.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH
WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO.,
LIMITED,
CHEMISTS, DRUGGISTS AND
PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September 1907.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 1, 1907.

A SOCIAL EVENT IN HONGKONG.

In the days which are not so far gone as to be utterly forgotten by an older generation, when the European population of Hongkong consisted of a handful of merchants and their assistants, with a sprinkling of military heroes who leavened the business life of the community, the chief end of man, if the Colony's annals are to be trusted, was to qualify himself for the social pleasures of the season. Princely houses arose of their own accord; the principals mingled and bobbed with their juniors and the scions of caste was unknown. Now and again there was an "event" in the history of the budding Colony, the arrival of a new Governor, who had to be taken in hand by the leaders of the day and initiated into their duties with all solemnity—to be followed by a round of revelry—the visit of a Royal Prince, when trade was at a standstill for a week at a time, the quartering of a new battalion, whose officers had to be feasted and feasted till the novelty of their coming had partially worn off, and, above all, the Races. The Europeans in Hongkong seem to have flung themselves heart and soul into the business of pleasure, and, if we are to believe all we read, there being no coteries or cliques, no line of demarcation between those who lived on the Hill and those whose residence was above the city; go-downs, there were no heartburnings or claims for precedence. It would be ungenerous to hint that this bucolic state of affairs was in any way due to the paucity of the gentler sex on the Island; let us attribute the changed condition of things to-day to the individualistic interests which engage attention, the worries of competition which was unknown in the past, the uncertainties of markets, and the recognition of the stern realities of life. There was no tolling and moiling at musty tomes—except on mail day, which seemed to have come once in a blue moon; there was no slaving over accounts under the glare of electric lights; and apparently no hunting and chasing after elusive cents which refused to be caught so that the books might be balanced. And yet those pioneers amissive comfortable potencies, retired in favour of their assistants, did their duty by their fellow-men as somnolent members of Parliament—only awakening with a jump when somebody said "China," to flinchingly interrogate hapless Ministers on the subject of "stinkpots" and "Pekoe"—and passed

away in the hours of sanctity. The whole community enjoyed life to the full, and if the unexpected happened it only afforded another opportunity for the gurus of the revels to celebrate the occasion. But although we are told about these eighty times, we seldom, or never hear of the chaplain being called upon to officiate at the most joyous event of all—the celebration of holy matrimony, as our predecessors stiltedly and very properly termed it. The fashionable wedding had not yet "arrived" in Hongkong, for the very good reason that the majority of the ladies in the Colony were already matrons of high degree and better fitted to undertake the duty of chaperon than that of hunting the slipper. And those who contemplated joining the noble army of bachelors, preferred to have the ceremony performed at St. George's, Hanover Square, or in the midst of their own "people," so that Hongkong brides were generally experienced matrons before they appeared at Government House. Nowadays, the girdle of Puck has been so tightened that Hongkong is scarcely more than a summer day's trip from London. And to that fact the residents of Hongkong may attribute their unwonted good fortune in having the opportunity of taking part in one of the happiest events in the history of the Colony—the marriage of Miss Hilda Brackenbury, the friend and companion of Lady Luard, to Captain Taylor, the principal A.D.C. to His Excellency Sir Frederick Luard, the Governor. Since their Excellencies entered into residence at Government House, the old red pile has taken on a new colouring. For some years it might have been an official mausoleum, whence strange edicts emanated; but with the coming of a charming châtelaine, accompanied by a couple of lovers whose secret was known to all, there has been a transformation scene, and even the phlegmatic Indian sentries to-day have been infected by the bacillus of hilarity. "All the world loves a lover," and when there is a suspicion of romance behind it all, the world for the nonce finds there is little else worth talking about. The happy couple came along, way to celebrate their nuptials, but it is doubtful whether the good wishes which were showered upon them could have been exceeded or more honestly offered in any other centre of British life. It is needless to refer to the enthusiastic demonstration which greeted and acclaimed their entrance into the married state. We need only say that if they find their course set in pleasant grooves as it has been during their stay in Hongkong, and the auspicious opening to a new life is a true augury of what is in store for them, then their future is bright and assured. In common with our readers we offer our congratulations to the newly-married couple, whose happiness has given a zest and a fillip to life in Hongkong.

LOCAL AND GENERAL.

It is reported from Peking that a sum of £100,000 has been drawn from the treasury of the Kiukiang Customs for the purpose of purchasing a cruiser for Kiangsi.

* * * ITEMS OF LOCAL INTEREST, NEW ADVERTISEMENTS AND THE COLUMN OF ADVERTISEMENTS OF THE ROBINSON PIANO CO. AND MESSRS. PRICE & CO., OWING TO EXIGENCIES OF SPACE, ARE PRINTED ON PAGE 7 TO-DAY.

THE gallant lads of the King Alfred, flagship of the China Sq. adron, seem to be very proud of the magnificent gunnery of their ship. The King Alfred still heads the Royal Navy for straight shooting, and is not likely to be beaten.

IT is stated H.E. Liu Hui-huan is to be appointed Postmaster General of the I. P. O., and that he is to join Sir Robert Hart in extending the new conditions throughout the Empire. In this connexion it has been decided to abolish the Imperial couriers of the provinces.

WE have received a visit to-day from Mr. Somerset Playne, manager of the "Twentieth Century Impressions" of "Australasia, Malacca, Ceylon, etc." Mr. Playne resides at the Po k Hotel, and has opened an office at 38, Queen's Road Central, second floor.

MR. A. R. Lowe, honorary secretary of the Hongkong Cricket Club, courteously informs us that he has received a letter from the Singapore Cricket Club in which our Southern friends express regret at their inability to send a team to Hongkong in November next.

JAPAN papers state that 238 fishermen and seafarers have been arrested at Matsuzaki and Shimoda in Idzu peninsula. It is said that when the fire occurred on the German steamer *Wilk*, a few weeks ago, off Matsuzaki, the defendants, who gave assistance to the crew in putting out the flames, the same time stole many articles and much cargo from the steamer.

H.F. SHANG CHU-I-HENG, Provincial Treasurer of Fukien, and one of the Five Travelling Commissioners—in 1906—has memorialised the Throne strongly urging the necessity of allowing full liberty to the Press to criticise and discuss public affairs, so that those in power may know the feelings and opinions of the masses. This is one of the foundations of national strength, and it will be easier to introduce methods of further muzzling the Press,

HONGKONG CRICKET CLUB

ANNUAL MEETING.

Yesterday evening, the annual meeting of members of the Hongkong Cricket Club was held in the pavilion. Mr. F. Maitland presided, and there were also present Hon. Dr. Atkinson, Messrs. R. Hancock, T. C. D. Turner and T. C. Gray, members of committee; Captain H. E. Stanger Leathes, M.S., Lieut. J. M. C. Taylor, 4th Infantry, Lieut. E. W. Isaacson, R.N., Messrs. A. Mackenzie, B. A. Ram, F. J. Gelatborth, H. L. Garrett, H. A. Lammett, A. E. Ager, F. Lammett, F. M. H. Ireland, F. A. Fowler, W. F. F. Swan, J. R. Sutherland, C. B. Franklin and R. Pestoni.

The Chairman said—Gentlemen.—"The report and account have been in your hands for a few days and I will take them as read. They are very clear and full, and for your information comparisons of receipts and expenditures with the previous year have been detailed therein.

Your committee regret that they have not been able to redeem any debenture, the chief reason being the large failing off in subscriptions, which show a reduction of £7,525.00 as compared with 1904/5 season. There is also a serious loss in the Racquet court (£755.93) and if more support is not given to the game by members in the future, your committee will have to consider whether or not it is worth while to run the courts in connection with the Cricket Club. I hope you will all do what you can to secure new members, and the incoming committee have to reconstruct as much as possible in order that we may be in a position to pay off some of the debentures before the next accounts are laid before you. It has been suggested that a ball and possibly a fete be held in the winter to help the Club funds. You will be pleased to hear that Shanghai have accepted our invitation to send a team down to November and we are hoping that the Straits will also send an eleven; I am sure we will do our best to give them a good time and we trust that our representatives will give them a good beating. Several tennis players have requested that the annual tournament should start before 1st April next. Should the interest in cricket slacken off by early March, possibly a start could be made with the tennis by 15th March, but it must always be kept in mind that cricket comes first. The congratulations of the Club are due to Mr. T. E. Pearce on his batting average of 42.20, and to Mr. T. Sercombe Smith, on his bowling analysis of 10.77. Mr. Smith, our late president, has played regularly on the ground for over 20 years and his recent success with the ball is especially gratifying. In conclusion, I would say that I have heard it remarked by certain sportsmen that too much time is taken up with games nowadays, with the result that we are losing our commerce. Surely this is a fallacy, as a certain amount of time spent in healthy exercise should tend to make a man more alert and useful in the office, and I hope that all sportsmen will do their best to facilitate the getting away of their employees more particularly when important cricket matches are in progress. Before moving the adoption of the report and accounts I shall be pleased to answer any questions thereon to the best of my ability.

No questions were asked. The Chairman moved the adoption of the report and accounts as presented.

Mr. Mackenzie seconded and the motion was carried unanimously.

Dr. Atkinson proposed that Mr. Maitland be re-elected president for the coming season. His cricket prowess, he said, was well known to all. For three years he held the best average as batsman, and he also held the highest bowling average, 24.4 innings. All members knew his business capacities, and he trusted that the new president would be able to assist them out of their present financial difficulties. (Hear, hear.)

Mr. H. A. Lammett seconded the motion, and it was carried.

Mr. Maitland, returning thanks, said he would do all he possibly could for the Club.

The next business was the election of a committee, and while a ballot was being taken the Chairman, who had just received a letter, said he was sorry to say they had not yet heard from the trials with regard to the interport cricket match. Shanghai had sent a letter and asked the Club to fix dates. They would have to wire to the Straits, but he did not anticipate a favourable reply, as he had received a letter from a gentleman from Sing-pore in which it was stated that they would have great difficulty in getting a team together. He hoped, however, that they would come.

The result of a ballot for the committee was as follows:—Mr. F. Maitland, Hon. Dr. Atkinson, Major H. E. Lewis, Lieut. E. W. Isaacson, Messrs. T. C. Gray, R. Hancock, H. R. Phelps and W. C. D. Turner.

This was all the business and the meeting concluded with a vote of thanks to the Chairman.

THE PEKIN SYNDICATE.

A further move in the shares of this venture is thought likely, according to the *London & China Express*; as there has been some good buying recently, and there are powerful interests behind the concern. These shares are now at a level which would probably attract speculators on news of any favourable developments, and although we believe that the Chinese permit to work is still withheld, we hear that the British Government are supporting a claim to a penalty of £200 per day until work is allowed to commence, so that matters ought to bring about a head shortly. It is also stated with regard to the opening up of the coal seams that practically all the difficulties which the Chinese encountered have been overcome, and that a workable seam of good quality, at least 7 ft. thick, has been proved. The coal seams are being sunk to the level of the sea, and it is expected that by the early autumn a regular output will be possible.

THE LONDON HERALD.

In whatever respect *The London Herald* may have failed to fulfil the desires of its promoters and the Editorial staff are unnecessarily object on that score—it has certainly retained its ultra-Asian atmosphere. Every magazine has, of course, a bent peculiar to itself, but *The London Herald* affects in half a dozen respects from the plain pedigree collection of twaddle, tales and impossible, marvels, which are so frequently passed off on the unsuspecting reader as "interesting and instructive." It is not to be supposed that *The London Herald* is free from blatherskite, far from it. For instance, in the September number which has just arrived there is a London sketch entitled "A Dinner of Herbs" which is scarcely up to the standard, but the magazine is redeemed by an exquisitely humorous contribution by Mr. Edward Dyson, "Two Battlers and a Bear." Just as one is inclined to turn first of all to W. W. Jacobs' stories in the Strand, so there is of *The London Herald* will hunt for Dyson's yarns. Jacobs with his garrulous night watchman and Dyson with his slobbering bear and a ridiculous attendant are enough to set a parish of Covenanters chuckling. There is an article on "Vaga bonding in Asia" by Alf. Vincent, which will, of course, appeal to Hongkong readers. But it is on the whole disappointing; possibly it is only the prelude to a series. We stir hopefully to hear about Timor, when without a word of warning we are switched on to a tale about a "Jag" in Singapore—the writer knows his Singapore all right—and finally get a few inept impressions of Timor's military force. The illustrations are by far the best feature of the article. There is a scathing criticism of Melbourne's detective force, under the heading "For the public good." Notwithstanding the comparative youth of Sydney its bluffs are notorious the world over, and a very fair idea of what they are like is given by J. D. Fitzgerald; although he drags in the adjective "picturesque"; a trifles too often, while the artist Mr. L. Lindsay seeks to idealise his subject. *The London Herald* for September is decidedly readable and quite on a par with its predecessors. There is a military section in colours among the advertisements; we can only trust that the faces portrayed are not to be considered typical of Australian beauty.

WIDENING TUNG HING STREET.

The people in the neighbouring quarters of Tung Hing Street, the scene of the recent disastrous fire, have petitioned the Police Authority, requesting that department to issue instructions ordering all the buildings on that street to be shifted back on either side to the extent of a丈 (about 3.3 m.) when the work of rebuilding begins. The police department have granted the request and issued orders to the shopkeepers of that street to act in accordance with the suggestion of the petitioners.

1. LORD FLITMAURICE: His Majesty's Minister at Peking has been instructed that it is desirable that the municipal councils of all British concessions and settlements in China should be moved to close any opium shops or dens that may exist in them, subject to the proviso that effective measures have been previously taken by the Chinese authorities to close establishments of this nature outside the concessions. We have not yet heard that China has given any formal assent to the proposal of the United States Government for inquiry by a conference or commission of the Powers directly interested, though we have expressed our readiness to take part in it. No British representative has in consequence yet been appointed, and the question of what instructions should be given to him has not yet been considered. His Majesty's Government are in entire sympathy with the wish of the Chinese Government to diminish as much as possible the consumption of opium in China, and in order to give practical effect to this sympathy, they have, after consulting the Government of India, informed their Chinese Government that they accept in principle the terms of the import of Indian opium into China, and that by arrangement with the Chinese Government, shall be diminished by 10% annually, and with an equal decrease in the production of the native drug up to the year 1910, and thereafter will continue to reduce the same rate of export in 1911 and subsequent years, on proof that China has carried out its share of the arrangement: (1) they have no objection to a Chinese official being stationed at Calcutta provided that he has no powers of interference; (2) they are prepared to assent to such changes in the Customs and Excise duty on imported opium as will make its taxation on Calcutta equivalent to the taxation actually levied on native opium, differences in relative value and quality being taken into consideration. Steps have been taken to reduce the area under poppy in Bengal, which in the five years preceding 1907-1908 averaged 615,000 acres, and in 1907-1908 is not to exceed 562,000 acres. In 1907 the number of chests of Bengal opium fixed for sale was originally 4,400 a month. This has now been reduced to 4,000 a month, while for 1908 it has been fixed at 3,900 a month. Further reductions will be made in succeeding years if the proposed arrangement with the Chinese Government becomes operative.

2. WU TING FANG:

OPIUM: SMOKER TIRDED.

On the 25th instant, a cargo boat laden with a cargo of about 100 casks of ground nut oil, which was proceeding from the prefecture of Weichow to this port, when passing a place called Luk-Po, in the prefecture of Shiu Hing, was attacked by a gang of robbers numbering over forty. The rates sailed away with the boat and all the goods which is put at the approximate value of Taels 3,000.

3. H.E. WU TING FANG:

CHINESE MINISTER TO THE UNITED STATES.

On the 26th instant, at 1 p.m., a fire broke

out in a shop in Chum-Mok, an in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

4. H.E. WU TING FANG:

CHINESE MINISTER TO THE UNITED STATES.

On the 27th instant, a fire broke

out in a shop in Chum-Mok, an in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

5. H.E. WU TING FANG:

CHINESE MINISTER TO THE UNITED STATES.

On the 28th instant, a fire broke

out in a shop in Chum-Mok, an in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

6. H.E. WU TING FANG:

CHINESE MINISTER TO THE UNITED STATES.

On the 29th instant, a fire broke

out in a shop in Chum-Mok, an in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

7. H.E. WU TING FANG:

CHINESE MINISTER TO THE UNITED STATES.

On the 30th instant, a fire broke

out in a shop in Chum-Mok, an in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

8. H.E. WU TING FANG:

CHINESE MINISTER TO THE UNITED STATES.

On the 31st instant, a fire broke

out in a shop in Chum-Mok, an in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

9. H.E. WU TING FANG:

FASHIONABLE WEDDING IN HONGKONG

MISS HILDA BRACKENBURY MARRIED TO CAPT. P. H. MITCHELL TAYLOR, A.D.C.

THE CEREMONY AT ST. JOHN'S CATHEDRAL.

BRIDE AND BRIDEGROOM RECEIVE GENERAL FELICITATIONS.

"ALL THE WORLD LOVES A LOVER" AT GOVERNMENT HOUSE.

FULL LIST OF PRESENTS AND INVITED GUESTS.

Every element, which would tend to add lustre to the happy occasion, favoured the wedding ceremony at St. John's Cathedral this afternoon, where Miss Hilda Brackenbury, the friend and companion of Lady Lugard, was united in the bonds of wedlock to Captain P. H. Mitchell Taylor, the senior A.D.C. to His Excellency the Governor, Sir Frederick Lugard. It was, perhaps, natural that those principally concerned should have desired that the marriage should be of a semi-private character, on account of the short period which Miss Brackenbury and her fiancee have resided in Hongkong. But anything connected with Government House, and particularly such an unusual and auspicious event as that which was consummated with so much *éclat* to-day, is regarded as in the nature of public property. From the day that the wires throbbed from Japan with the intelligence that one of the first social functions, which would follow the arrival of their Excellencies in Hongkong, would be the marriage of the charming friend of Lady Lugard and the bluff A.D.C., there was continual speculation as to the date of the wedding. But it was not until the last moment, practically, that the final arrangements were made. Nevertheless, semi-private as the wedding was supposed and intended to be, the Cathedral was thronged with interested spectators to witness the giving-away in marriage of one who, although a comparative stranger to the Colony, has already become an integral part of the social life which has its centre at the gubernatorial headquarters.

Since His Excellency, the Governor took over the reins of office, barely a couple of months ago, the official residence has been located at Mountain Lodge, with the exception of the short intervals when matters of immediate concern required personal supervision on the spot. But it was from Government House that the bride and bridegroom proceeded by way of Garden Road to the Cathedral this afternoon. The route was traversed in chairs carried by the red-coated bearers, who assumed a particularly grandiose swagger as if they were the real protagonists of the day. There were crowds of people who jostled each other in their anxiety to view the bride and offer her their felicitations.

The bridegroom, as usually happens on these occasions, was regarded more in the light of a necessary accessory than anything else, despite his trim uniform of an officer in the Indian Army. Miss Brackenbury, whose charms were accentuated by the simplicity of her wedding dress which shimmered in the sunlight, was accompanied by Sir Frederick Lugard, while Captain Taylor was supported by his best man, Mr. Brackenbury, brother of the bride, Lady Lugard, and Captain Monteiro, private secretary to the Governor of Macao, entered the building and took up a position at the right of the chancel steps. Captain Taylor was wearing his full military uniform.

A few words of farewell, a host of congratulations from the guests who had been invited to attend the function at Government House, and Captain and Mrs. Taylor had departed for their snug retreat away from the madding crowd.

LAPURTE FROM GOVERNMENT HOUSE.

"Happy is the bride that the sun shines on" is a trite old saying, and all Hongkong will cordially wish that the bride of to-day may have her full share of the conjugal felicity and measure of bliss to which the ceremony that was concluded this afternoon opens the way. When the bridal party left Government House a few minutes before the appointed hour, Old Sol was beating down from a sky of sleekless blue in all its brilliancy. Leaving the gubernatorial establishment Miss Brackenbury, who was accompanied by Sir Frederick Lugard, journeyed to the Cathedral in a chair carried by coolies attired in the bright colour uniforms associated with the vice-regal party in Hongkong.

CATHEDRAL DECORATIONS.

The scene at the Cathedral was indeed a picturesque one. The pretty dresses of the ladies, mingled with the gay uniforms of the officers, stood out in striking contrast with the orthodox garb of the civilian guests, the gift of the bridegroom. The girls, who were dressed in sailor uniforms, were the two Masters Kewell, sons of the Hon. Mr. Henry and Mrs. Kewell, and they



MRS. HILDA TAYLOR (née BRACKENBURY).



CAPT. P. H. MITCHELL TAYLOR, A.D.C.

buildings including the function which afterwards took place at Government House, being one of quiet simplicity. It was indeed a family affair, in which the chief members of Their Excellencies' suite were concerned, and it was only the neglect of their estate which precluded the semi-

privacy which the majority of lovers seek when their mutual regard is approaching its culmination.

The service was fully choral, Mr. Denison Fuller presiding at the organ, whose rich notes reverberated through the Cathedral when, after the register had been signed, the joyous strains of the wedding march thundered out their message of rejoicing. Under an archway of drawn swords which was formed by the Officers of the Middlesex and Mountain Regiments, the newly-married couple proceeded to the Cathedral entrance amid the salutes of the onlookers, and thence to Government House, where the usual and time-honoured toasts were offered and pledged with enthusiasm.

A few words of farewell, a host of congratulations from the guests who had been invited to attend the function at Government House, and Captain and Mrs. Taylor had departed for their snug retreat away from the madding crowd.

THE BRIDAL DRESS.

The bride was attired in a beautiful gown of white satin with point d'esprit chemisette, fichu of chiffon, with a long court train, veiled with Irish lace. The bodice of the gown was trimmed with the same material and dotted with roses of white satin. A long veil of tulip with bridal falls of orange blossoms completed the wedding costume. Miss Brackenbury carried a shower bouquet of lotus flower, made by Mrs. E. Layton, and wore a diamond necklace given her by the bridegroom, and other gems.

THE YOUNG BRIDESMAIDS.

Four young bridesmaids were the Misses Phoebe, Iris and Dione May, daughters of the Hon. Mr. P. H. May and Mrs. May, and Miss Aileen Hastings, daughter of Mr. and Mrs. G. Hastings. They wore white silk Kate Greenaway dresses, trimmed with pretty sashes tied in a rosette under the arms; white silk mittens, and white flowers in their hair. Each carried charming bouquets, and wore gold bangles,

building was completely filled. Every point of vantage forming the approach to the Cathedral was taken up by an interested crowd, who had gathered to catch a glimpse of the bridal procession. The floral decorations of the Cathedral were, indeed, beautiful, although they were not extensive. On the altar table were many choice blooms of pretty colours and exquisite fragrance. An arch of palm leaves was erected across the chancel steps. Exended overhead along the aisle were clusters of ferns. In front of the choir stalls young palms were neatly arranged, while at the entrance to the Cathedral, the finishing touch was added to a miniature forest of palms at each side of the door. A red carpet ran the length of the aisle up to the altar. Mr. W. J. Trotter, of the Botanical and Forestry Department, and Mrs. Tooker and Mrs. Layton were responsible for the artistic decorations.

BRIDAL PARTY'S ENTRY.

Several minutes before the appointed hour the bridegroom, accompanied by his best man, Mr. A. J. Brackenbury, brother of the bride, Lady Lugard, and Captain Monteiro, private secretary to the Governor of Macao, entered the building and took up a position at the right of the chancel steps. Captain Taylor was wearing his full military uniform.

They were followed by the bride, who was leaning on the arms of Sir Frederick Lugard, her uncle, as she proceeded along the aisle.

THE CEREMONY AT GOVERNMENT HOUSE.

At the conclusion of the wedding ceremony, Captain and Mrs. Taylor returned to Government House where a reception was held. Over 100 persons accepted invitations. Having arrived from the church, the bridal party was photographed on the lawn of Government House. Many were the handshakes and hearty congratulations offered the happy couple by the guests. The guests having been received and the cake cut by Mrs. Taylor in true conventional style, His Excellency Sir Frederick Lugard, in a few words, thanked the guests for their presence that afternoon at the marriage of his niece. The toast was enthusiastically received.

Captain Taylor responded briefly, on behalf of himself and wife, thanking them for their kindness and acknowledging the kindly greetings.

At the close of the function, shortly after four o'clock, the happy couple left for the Nine Pine—a group of islands near Macao—on the tender *Stanley*, to spend their honeymoon. A house has been placed at their disposal by the Commission of the Chinese Customs, Mr. M. R. M'D. Parr, and they expect to be away for a month.

Mrs. Taylor's going-away dress was made of cream silk, trimming with lace, and a cream hat to match.

THE GUESTS.

The following guests were present:

The Hon. Dr. J. M. and Mrs. Atkinson, His Excellency Major-General Broadwood,

Mr. Wei Yuk, Mr. P. P. J. Wodehouse, Captain and Mrs. Wait, Mr. White, R.O.A.

LIST OF PRESENTS.

Following is a list of the presents:

Sir Frederick and Lady Lugard—Silver tray and tea service.

Sir Frederick Lugard (to bride)—A green jade necklace.

Dr. and Mrs. Atkinson—Opium stool (large).

Capt. Bonham—Four silver sweet dishes.

Mr. A. W. Brebner—Pair of silver mounted cloisonné vases.

Major-General Broadwood—Set of four sweet dishes.

Mr. Brackenbury—A silver cake basket.

Mr. and Mrs. J. P. Braga—A silver frame.

Mrs. H. Bird—Case of six silver liqueur glasses.

Colonel and Mrs. Carter—Silver bridge box.

Mr. and Mrs. Chatham—Pair of silver vases and a silver frame.

Sir Paul Chater—A complete silver dressing table set.

Mr. W. Rees Davies—Silver sugar basin.

Mr. and Mrs. Donald—Set of silver salt-cellars.

Mrs. D'Estere—Silver card case.

Mr. and Mrs. Fremantle—Set of Shakespeare's works.

Mr. and Mrs. Hale—Two brass ornaments.

Mr. and Mrs. Hancock—Set of silver salt-cellars.

Miss Aileen Hastings—Four mother-of-pearl dishes.

Mr. A. Haupt—Silver salver.

Mr. and Mrs. Hewitt—Silver tea caddy.

Dr. Ho Kai—Silver model of ricksha and coolie, fitted as cruet.

Dr. and Mrs. Jordan—Silver salver.

Mrs. Jorge—Silver cruet set.

Mr. and Mrs. Keswick—A piece of old Chinese embroidery.

Mr. and Mrs. Layton—Pair of silver vases.

Mr. and Mrs. Looker—Silver sweet dish.

Capt. and Mrs. Lyons—A silver frame.

Lady Superior, French Convent (to Miss Brackenbury) Blouse and lace handkerchief.

(To Captain Taylor) a dozen embroidered handkerchiefs.

Lady Superior, Italian Convent—A tea jacket.

Mr. and Mrs. May—Set of silver cruet.

Mr. and Mrs. Mackay—Set of four Chinese coffee tables.

Capt. Fugent—Silver tea caddy.

Mr. Oglo—Pair of silver vases.

Mr. E. Osborne—Chinese silver cruet stand.

Mr. and Mrs. Pearce—Tea table cloth.

Mr. Parr—Carved ivory box.

Major and Mrs. Parry—Silver scent bottle.

Mr. and Mrs. Pereira—Carved blackwood card table.

Sir Francis Pigott—book.

Mr. and Mrs. Ram—A pair of Japanese watercolours, framed.

Mr. and Mrs. Reunig—Five silver branch flower stands and four silver candlesticks.

Major Ross—Fan.

Mr. and Mrs. A. G. Romano—Pair of silver dessert dishes and spoons.

Colonel and Mrs. Seymour—A fan.

Commodore Stokes—Pair of silver vases.

Dr. Sanders—

Miss Sanders—Carved blackwood table.

Miss School—

Miss Pearson—

Mr. and Mrs. Tooker—Opium stool.

Captain and Mrs. Basil Taylor—Case of silver carvers and fish knife.

Herr and Frau Vorsatz—Two icing bowls.

Mr. and Mrs. Volpicelli—

Mr. and Mrs. Hibson—

M. Teissier—

Mr. A. P. Wilder—Silver bowl on blackwood stand.

Mr. de Sezenstiray—

Mr. Moreno—

Mr. Droeze—

Capt. Vaughan-Lee—

Commander Raikes—A handsome Japanese silver cup.

Commander Grenfell—

Mr. Blanchflower—

Mr. Wodehouse—A pair of gold bracelets.

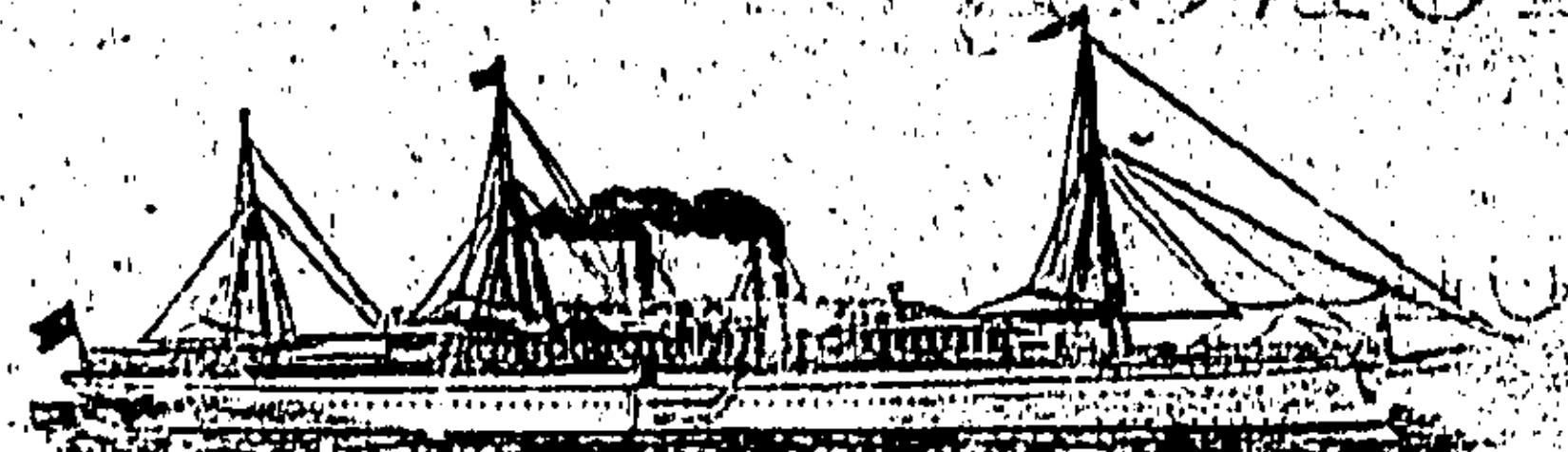
Mr. Wei Yuk—Silver model of sampan and crew, fitted as cruet.

Mr. A. G. Wilder—A fan.

Capt. Worthen—Pair of Japanese fans.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTAGUE"	6,030	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd
"EMPEROR"	steamers will depart from Hongkong at 4 P.M.		
	Intermediate steamers at 12 Noon.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamers, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York to London, Intermediate 10.

Steamers, and 1st Class on Railways, via St. Lawrence & Co. via New York 12.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

H.M.S. "MONTAGUE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORADDICK, General Traffic Agent for China, Hongkong, 26th September, 1907.

Corner Pedder Street and Praya.

(1)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SGAPORE, PENANG & CALCUTTA.	LAI-SANG *	WEDNESDAY, 2nd Oct., Noon.
MANILA	YUEN-FANG *	FRIDAY, 4th Oct., 4 P.M.
SHANGHAI VIA NINGPO	KWONG-SANG†	SATURDAY, 5th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single.	Return.
Penang	85	100
Calcutta	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 1st October, 1907.

[6]

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL

HOIHOW and HAIPHONG	"CHIH-LI"	3rd Oct., daylight.
CHEFOO & NEWCHWANG	"NANCHANG"	3rd " "
SWATOW & SHANGHAI	"KUOKIANG"	3rd " 4 P.M.
SWATOW & SHANGHAI	"HUMAN"	7th " "
CEBU and ILIOILO	"SUNGKIANG"	10th " "
MANILA, ZAMBOANGA & COLONIES	"CHANGBEA"	10th " "
YOKOHAMA & KOBE	"CHINGTU"	10th " "
SWATOW & SHANGHAI	"SHAOHSING"	11th " "
SWATOW & SHANGHAI	"YOOH-JW"	16th " "
CHEFOO & TIENTSIN	"KUEICHOW"	21st " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st October, 1907.

[7]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 5th Oct., 1907.
RUBI	2540	Almond	"	SATURDAY, 12th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th September, 1907.

[8]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty-to-Call-at-the-Malabar-Coast.)

Steamship To sail
"OCEAN MONARCH" On the 2nd November, 1907.

For Freight and further information apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 15th September, 1907.

[8]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

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11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

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For	Steamship	On
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For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 1st October, 1907.

[6]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steam

ROYAL HONGKONG YACHT CLUB.

MEETING OF MEMBERS

There was a large attendance of members of the Royal Hongkong Yacht Club yesterday afternoon in the City Hall, when the Club held its third annual meeting, which was presided over by the Hon. Mr. F. May.

The Chairman said they would notice in the report a suggestion that the best thanks of the Club be offered to Mr. Percy Smith, for his services as secretary and treasurer, and for the donation of a cup. He thought the Club was very grateful to Mr. Smith for the work he had done for them, and they appreciated his generous gift of that handsome cup which would be a source of envy to all of them if it was won by one of them. (Applause). The general committee also suggested that the Club's appreciation of the services of Mr. Greckshank as captain and specially in designing the construction of the new boats, be recorded. They looked to the acquisition of those new boats to revive interest in rowing. The first of the north-east monsoon had been piping through the Lyaemoo Pass that morning, bringing hope to the hearts of yachtsmen and renewing courage in all of them. And it would require all the encouragement the nor-easter could give them to put the Club on a really sound basis. He was sorry to say that their membership had dwindled down to 208. Just before the amalgamation the Yacht Club had 72 members and the Boat Club had, somewhat in the neighbourhood of 300. That was a big loss to the Club. He believed the increased subscription was frightening away some of them, but he felt confident that when their new club-house which was nearing its stately head at North Point was completed, it would prove a great attraction to yachtsmen and oarsmen, and they might hope to see the Club in a thoroughly satisfactory state as regards membership. He hoped one and all of them, whether yachtsmen or oarsmen, would do their best to induce others to join. They ought to put their shoulder to the wheel and get all the young men who came out to the Colony to take an interest in what was really one of Great Britain's premier sports. They hoped to have the new club-house open some time in the beginning of the year.

The Hon. Mr. May was re-elected commander; Commodore Stokes, R.N., Hon. Mr. Kastwick, Hon. Mr. Pollock, Messrs. H. W. Bird, H. P. Tooker, and H. J. Walker were appointed members of the Yacht Committee; and Messrs. F. A. Biden, H. Broke, F. W. Carpenter, F. W. Warre, C. H. Mason and Hullinger were elected to the Rowing Committee. The Chairman commented in terms of pleasure at the inclusion of a German in the committee, as the men of that nationality took a great interest in sport. Messrs. Blasius and Smith were appointed auditors.

A vote of thanks was accorded to Mr. Finnigan, who had undertaken the duties of secretary for his services to the Club.

The Chairman alluded to the regatta and explained that Mr. Matthew Nathan had presented a cup for rowing, to form the nucleus of the Hongkong Regatta. Only one regatta had been held, and the typhoon by destroying all the boats had made it impossible to hold another since. All the original members of the committee remained, and on the suggestion of Mr. Warre he had approached Sir Evelyn with a view to his becoming a patron for the regatta. The Governor had agreed to do so, and had suggested that a committee elected by the V.R.C. and the Yacht Club should be elected to manage the regatta. If members approved of the suggestion the general committee would elect three of its members to act with three from the V.R.C.

Approved.

A vote of thanks to the Chairman concluded the proceedings.

COURT

TO-DAY'S EXCHANGES.

Selling.

London—Bank T.T. 7/2

Do. demand 2/2 1/16

Do. 4 months' sight 2/3 1/16

France—Bank T.T. 7/9

America—Bank T.T. 1/2

Germany—Bank T.T. 2/7

India T.T. 6/8

Do. demand 10/6

Shanghai—Bank T.T. 3/3

Singapore T.T. 5/1 p.m.

Java—Bank T.T. 10/8

Buying.

London—Bank T.T. 7/2

Do. demand 2/2 1/16

Do. 4 months' sight 2/3 1/16

Do. 10 days' San Francisco—New York, &c. 7/16

4 months' sight 5/1

30 days' sight Sydney and Melbourne 2/18

4 months' sight France 5/1

6 months' sight 5/1

4 months' sight Germany 2/16

Bar Silver 31/10

Bank of England rate 4/2

Bank of France 4/2

Switzerland 50/0

OPium QUOTATIONS.

To-day's quotations are as follows:

Pewter.

Malwa New 6/70/80

" Old 6/8/80

" Older 6/85/880

" Oldest 6/90

Per chest.

Pama New 6/—

" Old 6/8/85

" " Old 6/850

Pewter (Paper) 6/—

JAPAN'S CUSTOMS REVENUE.

REMARKABLE INCREASE.

Amongst the sources of the country's revenue one that has naturally been making a remarkable increase in the past, and that from which so much is anticipated in the future, is the tariff revenue. The account of the revenue and expenditure for the last fiscal year has been made up and published. According to this the various items of revenue show great increases all round on the estimates. Thus an increment of 2 per cent. is noticeable in the sake and stamp taxes, 15 per cent. on an average in other taxes, while the increase in the Customs tariff is put as having advanced to the extent of 2 per cent. The following table shows the rate at which the Customs revenue has been rapidly multiplying during the last 15 years:

1892	Y 4,991,000
1893	5,125,000
1894	5,755,000
1895	6,785,000
1896	6,728,000
1897	8,020,000
1898	9,092,000
1899	15,937,000
1900	17,010,000
1901	15,931,000
1902	15,501,000
1903	17,738,000
1904	23,590,000
1905	36,757,000
1906	41,853,000
1907 (estimate)	36,790,000

As shown above, the Customs revenue of the country has made an advance of nearly tenfold during the last 15 years. It must be mentioned there were important tariff changes effected during these years. In 1893 the revised tariff came into force as a result of a Treaty Revision and in the following year the total abolition of the export duty was carried out. During the progress of the late war with Russia the import tariff was twice raised. Although these repeated increases of the tariff are responsible to a certain extent for the expansion of the figures the true cause must be sought in the development of the country's foreign trade. It is a significant fact that the tariff revenue for the past four years invariably exceeded the estimates, as will be seen from the following figures:

ESTIMATE. ACTUAL REVENUE.

1903	Y 17,045,000	Y 17,378,000
1904	19,376,000	23,590,000
1905	32,691,000	36,757,000
1906	31,787,000	41,853,000
1907 (estimate)	36,790,000	

The tremendous rate at which the Customs revenue is increasing, says the *Tokyo Asahi*, becomes clear from the figures above quoted. Its estimate for the current fiscal year is put at Y 65,000,000, but there is every reason to believe that the actual receipt will reach something like 45 million yen or more, seeing that so far the volume of import trade shows an increase of 15 per cent. on the preceding year. If the progress in the past may be taken as a criterion from which to judge the future it will be quite possible to expect a revenue of 100 million yen from the Customs tariff ten years hence. Besides the natural progress of trade, there is reason to expect that the revenue will be artificially augmented. The existing Tienties come to an end in 1910 and if Japan could succeed in the complete recovery of her tariff autonomy—though it is still a matter of uncertainty—that would be likely to result in a further increase of the revenue. Of course we do not advocate the Tokyo journal continues, in indiscriminate increase of the tariff; but if Japan could afford at least to bring her tariff to the level of other countries. The total of the import trade amounts to 400 million yen and the tariff to 40 million, which means a tariff of 10 per cent. on an average. Evidently this admits of some more increase considering that it is proposed to bring up the higher rate of income-tax to 30 per cent.

Japan Chronicle.

CHINA COAST METEOROLOGICAL SIGNALS.

September 30th, 1907, a.m.

Mar. Th. Hs. Wind. Wx.
Vladivostock 7 a.m. — — — —
Nemuro 6 a.m. — — — —
Hakodate 12.00 — 58 10 —
Tokio 12.02 — NW 2 —
Kuchi 29.99 — SW 4 —
Nagasaki 30.03 — NE 4 —
Kushimoto 30.00 — N 4 —
Osaka 29.9 — N 4 —
Naha 29.99 — NE 6 —
Ishigaki 29.89 — E 8 —
Bonin Is. 29.45 — SE 8 —
Chitose 31.19 54 SW 2 b —
Weihai-wei 9 a.m. 30.25 68 SW 1 b —
Hankow 6 a.m. 30.25 67 SE 3 c —
Kukien 30.00 67 74 NE 3 cm —
Shanghai 9 a.m. 30.18 73 78 NE 3 cm —
Guttsu 30.1 73 67 NE 3 cm —
Shantung Peak 30.06 79 78 NE 3 c —
Amoy 6 a.m. 30.05 76 77 NE 3 c —
Swatow 30.09 71 76 NE 3 b —
Taihoku 5 a.m. 29.97 — E 4 —
Tai-chu 9 a.m. 29.97 — O 0 —
Tai-an 29.99 — NE 1 —
Kohun 19.89 — NR 8 —
Pescadores 29.99 — N 10 —
Canton 9 a.m. 30.4 85 73 10 b —
Hongkong 10 a.m. 30.02 82 44 E 5 —
Victoria Peak 9 a.m. — — ESE 5 —
Gap Rock 9 a.m. 30.02 82 E 3 c —
Macao 9 a.m. — — E 3 c —
Hoi-ho 9 a.m. — — E 3 c —
Fakhol 10 a.m. 30.02 75 I.N.E. 5 or —
Toulong 29.95 75 M.N.E. 10 —
C. St. James 29.85 75 M.N.E. 10 —
Apari 6 a.m. 29.87 77 SW 10 b —
Munia 6 a.m. 29.88 84 77 SW 10 b —
Legaspi 6 a.m. 29.84 73 NW 10 b —
Bacolod 9 a.m. 29.89 82 SW 10 b —
Iloilo 29.89 82 SW 10 b —
Cebu 29.90 87 SW 10 b —
Labuan 29.87 80 — —

October 1st, 1907, a.m.

Vladivostock 6 a.m. — — — —
Nemuro 4 a.m. 29.93 — S 2 —
Hakodate 30.01 — NE 2 —
Tokio 29.99 — NW 2 —
Kochi 29.99 — SW 2 —
Nagasaki 31.1 — NE 4 —
Kagoshima 30.84 — N 4 —
Oshima 30.01 — S 2 —
Naha 30.01 — N 2 —
Ishigaki 30.02 — N 2 —
Bonin Is. 30.24 — E 4 —
Chitose 30.29 64 63 ENE 3 c —
Weihai-wei 6 a.m. 30.25 67 ENE 3 c —
Hankow 6 a.m. 30.28 67 95 NE 3 or —
Kinkiang 32.21 69 75 NE 4 —
Shanghai 30.22 75 O I.N.E. 3 c —
Guttsu 30.12 78 74 MNE 3 c —
Sharp Peak 30.12 78 74 MNE 3 c —
Amoy 30.0 75 82 74 MNE 3 c —
Hwang-ho 30.0 73 81 N 1 b —
Taihoku 30.24 — E 4 —
Tai-an 29.99 — NE 2 —
Kohun 29.98 — NE 2 —
Pescadores 29.98 — M 10 —
Canton 30.07 85 73 10 b —
Hongkong 30.04 81 67 E 6 —
Gap Rock 30.05 82 67 E 6 —
Macao 30.05 85 86 NE 3 c —
Hoi-ho 9 a.m. 30.05 87 NE 3 c —
Fakhol 9 a.m. — — E 3 c —
Phubles 9 a.m. — — E 3 c —
Toulong 9 a.m. — — E 3 c —
C. St. James 9 a.m. — — E 3 c —
Apari 6 a.m. — — E 3 c —
Manila 29.92 85 66 NE 3 c —
Legaspi 29.90 77 SW 10 b —
Bacolod 9 a.m. — — NW 10 b —
Iloilo 29.93 81 SW 10 b —
Phubles 29.93 80 SW 10 b —
Toulong 29.93 80 SW 10 b —
C. St. James 29.93 80 SW 10 b —

Departures Oct. 1.

Australia, for Europe.

Yunnan, for Shanghai.

Asia, for San Francisco.

Hatching, for Coast Ports.

China, for Macao.

Argentina, for Salagon.

Peru, for Canton.

U.S.A., for Canton.

Argentina, for Sandakan.

Malaya, for Kwang-chow-wan.

Passengers

SHARE QUOTATIONS.

Supplied by Messrs E. S. KADOURIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	Paid Up	POSITION AS PER LAST REPORT RESERVE	LAST REPORT AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE AMOUNT AT PRESENT QUOTATION PER SHARE YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	80,000 40,000	\$125 \$125	\$125 \$125	{ \$1,000,000 \$12,500,000 \$10,000,000	\$1,797,167 { \$12,735 \$300,000	1/- for year ending 30.6.07 @ ex 3/2/31/10 - \$16.04	5 %	\$16 ex new in. \$16 new issue London \$17.15 ex new issue London \$16.10. S. Issue first call
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$2,000,000 \$1,100,000	3733,638	\$2 for 1905	7%	\$270
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$1,600,000 \$1,500,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10/11, 16 per cent	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$70,000 \$155,407 \$125,137.5 \$8,715.8 \$8,000,000	1,460,410	Final of \$12 making \$2 for 1905 and interim of \$3 1st 1906	5 1/2 %	\$765
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,300,000 \$130,000 \$130,000 \$130,000 \$130,000	1,461,407	1/- for year ending 31.12. 5	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000	\$362,980	\$6 and bonus \$2 for 1905	9 1/2 %	186 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,250,483	345,236	\$40 for 1905	13 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$264,618 \$56,938	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$250,000 \$550,000	\$4 for year ending 10.5.1907	10 1/2 %	\$374 ex div.	
Hongkong, Canton & Macau Steamboat Co., Ltd.	80,000	\$25	\$15	{ \$166,989	27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation, Co., Ltd. (Preferred) Do. do. (Deferred)	60,000 6,000	15	15	{ \$60,000 \$270,000	23,694	5/- for 1906 @ ex 2/28 - \$2.74 per share	3 1/2 %	\$24 \$29
Shanghai Tug and Lighter Company, Limited Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$1,54,372 \$400,000 \$1,871	13,327 172,370	Interim of Tls. 1/4 for account 1907	10 1/2 %	[Tls. 47 sellers Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	{ \$55,000 \$52,957	5137	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	50 buyers 50 buyers
"Star" Ferry Company, Limited	10,000	\$20	\$10	{ \$10,000 \$10,479	18,730	\$1 for year ending 30.4.1907	5 1/2 %	Tls. 48 sales
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$10,000 \$12,000 \$10,000	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %		
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	10,218	1/- for year ending 31.12.06	8 1/2 %	198
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,935	\$3 for 1907	5 1/2 %	521
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$100,000	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2 %	Tls. 87 1/2 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$110,000 \$20,000	1,19,546	Interim of 1/6 for a/c year ending 28.3.07	4 %	Tls. 15 80 b.
Roth Australian Gold Mining Company, Limited	150,000 50,000	\$1	\$1	{ \$18,120 \$1,120	21,358	No. 12 of 1/- = 48 cents	...	58 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Goo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124	10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$10,000 \$23,752 \$30,000	53,047	Interim of \$2 for six months ending June 30th 1907	6 %	167
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$50,000	549,1580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	45,700	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 48,210	116,10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ \$10,000 Tls. 75,000	23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 27 1/2 sellers
LANDS, HOTELS, & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$15,000 \$10,000	3,388	Tls. 6 for 1 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$10,000 \$15,000	10,908	\$24 for year ending 30.6.07	9 1/2 %	\$23 buyers
Central Stores, Limited	50,723	\$15	\$15	{ \$15,000	11,178	\$1.80 for 1906	13 %	\$23
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$164,975 \$20,000	110,025	\$4 for 1st half-year ending 30.6.07	10 %	\$100
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 \$200,000	556,128	Interim of \$3 for half year ending 30.6.07	7 1/2 %	196
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000	51,167	50 cents for 1906	7 1/2 %	\$101
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$10,000	1,089	\$2 for 1906	7 %	336
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	{ \$10,000 Tls. 170,000 none	61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$10,000	51,519	Interim of \$2 for half year ending June 30th	8 1/2 %	548
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$10,000 \$10,000	64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 63 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	{ \$10,000 \$15,000	14,269	50 cents for year ending 31.7.07	4 1/2 %	\$101
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$10,000	36,218	Tls. 6 for year ended 30.9.06 (8 1/2) %	11 1/2 %	Tls. 53
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 400	{ \$10,000	50,063	Tls. 50 for 1906	17 1/2 %	Tls. 287 1/2 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,600	125	125	{ \$1,000 \$1,200	6,628	1/3 per share for 1906	9 %	161
Campbell, Mourd & Co., Limited	5,000	\$12	\$12	{ none	1,673	\$3 for 1905	9 1/2 %	\$20 sellers
China Borneo Company, Limited	4,000	Tls. 50	Tls. 50	{ \$10,000 \$10,000	51,953	\$1 for 1904	...	901
China Flour Mill Co., Limited	10,000	\$10	\$10	{ \$10,000 \$10,000	12,555	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 55 sales
China Light and Power Company, Limited Do. Do. Special shares	10,000	\$10	\$10	{ none	125,000	60 cents for year ended 28.2.06	...	16 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$10,000 \$10,000	110,804	80 cents for 1906	9 %	59
Dairy Farm Company, Limited	25,000	\$7	\$7	{ \$10,000 \$10,000	115,002	\$1.30 for year ending 31.7.1906	11 1/2 %	518
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000	12,953	\$1 for year ending 28.2.07	11 1/2 %	\$20 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$10,000 \$10,000	186,000	\$1 per share for year ending 28.2.07	11 1/2 %	\$24 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	2,953	1/1 per share for year ending 28.2.07	7 1/2 %	340
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000	14,361	Interim of \$4 for 1-year ending June 30th 1907	9 1/2 %	25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$10,000 \$10,000	14,312	Interim of 80 cents per share for a/c 1907	8 %	Tls. 330 buyers
Macintosh & M'Nish, Ltd.	25,000	Ge. 100	Ge. 100	{ \$10,000 Tls. 27,603	10,374	Third interim of Tls. 7/6 making Tls. 21/6 for a/c 1907	9 %	\$12 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	2,655	1/2 per period for month Oct. 10		